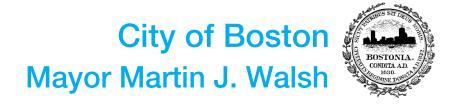
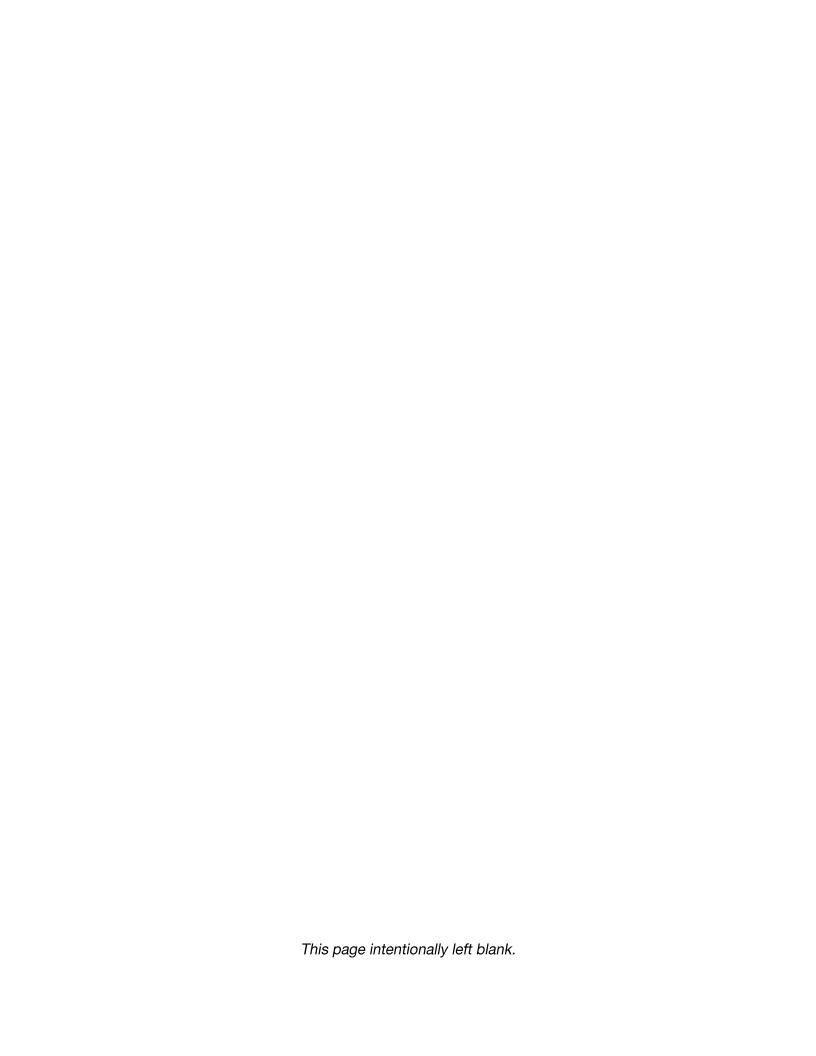
Neighborhood Slow Streets Application Packet





Boston Transportation Department Boston Public Works Department 2017



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Neighborhood Slow Streets: Overview

Overview

Traffic calming on residential streets

Neighborhood Slow Streets is a new approach to traffic calming requests in Boston. It focuses on street designs that self-enforce slower speeds and safer behaviors. Through this program, we aim to reduce the number and severity of crashes on residential streets, to lessen the impacts of cut-through traffic, and to add to the quality of life in our neighborhoods.

To have a sustainable impact on safety of local streets, the Neighborhood Slow Streets program goes beyond enforcement and education to change the physical character of local streets with traffic calming devices. Traffic calming is the combination of mainly physical measures that change driver behavior and expectancies so as to reduce speeds and aggressive driving. Traffic calming does not necessarily mean restricting access; rather, people driving cars become "guests" in a neighborhood.

With Neighborhood Slow Streets, we intend to prioritize improvements in neighborhoods with high populations of youth and older adults—our most vulnerable residents—and places where many community members gather, such as parks, libraries, schools, and community centers.

A zone-based approach

Rather than planning and implementing changes on one street at a time, Boston will address an entire "zone" within a neighborhood. A typical zone will consist of 10 to 15 blocks. We will look at every street within the zone, in partnership with the community, to identify problems and design effective solutions. We anticipate traffic-calming elements and safety improvements will be proposed for almost every street within the zone.

When each zone's plan is implemented, streets will have visual and physical cues to slow drivers to 20 MPH—making each street feel more inviting for people of all ages who are walking, playing, or bicycling. The Slow Streets program will emphasize quick-install, low-cost fixes, such as signage, pavement markings, speed humps, and daylighting.

A City-community partnership

The Neighborhood Slow Streets program requires City agencies and communities to work together. Via the application process, residents, neighborhood associations, and other community-based organizations demonstrate local support within the proposed Slow Streets zone. If accepted into the program, community partners are required to be active players in maintaining support and conducting outreach for the project.

The Boston Transportation Department and Public Works Department plan and implement Neighborhood Slow Streets in response to applications from community partners. City staff will meet with residents, collect data, and propose design plans for community review. Following installation, community partners help conduct a qualitative survey of the project.

Neighborhood Slow Streets: Overview

Vision Zero

In March 2015, Mayor Martin J. Walsh announced Vision Zero and committed the City of Boston to eliminating fatal and serious traffic crashes in the city by 2030. Vision Zero Boston prioritizes safety and takes a people-first approach to transportation and community building. Everyone, including drivers, benefits from a transportation system that's made safer for the most vulnerable road users.

Neighborhood Slow Streets is the City's way to make our neighborhood streets feel safer for everyone. Many drivers currently travel within 30 MPH on our local streets. However, if they hit a person walking, that person has a 50-50 chance of being seriously injured or killed. These risks are higher if the person struck is an elder: a 70-year-old hit by a driver traveling 30 MPH is twice as likely to be severely injured as a 30-year-old hit by that driver. By installing traffic calming devices, we can help bring speeds down to 20 MPH, and create safer streets for everyone.

Likelihood of Serious Injury or Fatality If Struck By Driver Traveling at 20, 25, or 30 MPH



Source: Tefft, Brian. "Impact Speed and a Pedestrian's Risk of Severe Injury or Death." AAA Foundation for Traffic Safety, Washington, DC: 2011.

Design tool box

Neighborhood Slow Streets is the City of Boston's program to calm traffic on residential streets through design. Traffic calming devices, such as speed humps and curb extensions, reduce the likelihood of speeding and enhance the safety and comfort of people who live, walk, bike, or play in the neighborhood. Traffic calming is one of many measures that the Boston Transportation Department and Public Works Department use to enhance safety, including other engineering changes and education campaigns. The Boston Police Department also plays an important role by enforcing traffic laws and encouraging safe behavior by all road users.

Below is a list of traffic calming devices used in the Neighborhood Slow Streets program, including the benefits, considerations and appropriate conditions for each device. These guidelines are not a replacement for thorough investigation and engineering.

In each Slow Streets zone, you will find:

- "Welcome Mats"
- Pavement markings and signage
- Daylighting
- Speed humps

In some Slow Streets zones, you may see:

- Raised crosswalks
- Raised intersections
- Chicanes
- Neighborhood traffic circles
- Diverters
- Changes to street direction
- Street murals

General criteria

Upon acceptance into the Neighborhood Slow Streets program, your neighborhood streets will be evaluated for appropriate traffic calming measures subject to the following general criteria:

- Streets are defined as local streets.
- The design speed and posted speed shall be 20 MPH.
- Vertical devices, such as speed humps, may only be used on streets with a maximum of one lane in each direction.

Welcome mats

"Welcome Mats" will create a recognizable entrance to Neighborhood Slow Streets areas and will be consistent throughout Boston. Welcome Mats alert people that they are entering an area designed for 20 MPH and should behave as guests. Welcome Mats consist of:

- 20 MPH sign
- 20 MPH pavement marking
- Daylighting to increase visibility around corners
- High-visibility crosswalk



Pavement markings and signs

Throughout the zone, pavement markings and signs will alert people to the presence of traffic calming devices. They may also provide wayfinding for people walking and riding bicycles. Any markings and signs will be used in accordance with engineering standards and adopted plans.



Daylighting

Daylighting is the physical restriction of parking at corners, in accordance with City Rules and Regulations that prohibit parking within 20' of intersections. Daylighting may be achieved by installing flexible delineator posts and thermoplastic paint or by constructing curb extensions.





Benefits

- Increases visibility for people driving and biking by making it easier to see conflicts at intersections, including people walking and approaching vehicles
- Improves visibility for people walking by allowing them to better see oncoming traffic when crossing a street
- Helps emergency responders, who are driving ambulances or fire trucks, more easily negotiate tight turns on narrow residential streets
- Encourages people driving to make safer turns at slower speeds
- Clearly demarcates existing restrictions on parking
- Maintains access

Considerations

Residents commonly park in the first and last 20' from the corner

Speed humps



Speed humps have been proven effective in reducing speeds. A speed hump is a rounded, raised area of the street, typically 4" tall and 12 to 14 feet long. They are not like the speed bumps you encounter in a parking lot. They are designed to be comfortable for drivers going 20 to 25 MPH. The tapered edges minimize jarring. When built with the proper profile, speed humps are also easily traversable by bicyclists.

Speed humps are a type of "spot" measure that must be spaced so that drivers go a constant, but lower,

speed. As they go over a speed hump, divers should be able to see the next one ahead. This spacing encourages drivers to maintain consistent and safe speeds. Without proper spacing, drivers may rapidly accelerate and decelerate at the speed humps.

Benefits

- Very effective at slowing speeds
- Relatively inexpensive
- No impact on drainage
- No impact to on-street parking

- Impacts emergency vehicle movement by 2 to 9 seconds per speed hump
- Must be signed and marked to give advance warning to drivers and snowplow operators
- May generate additional noise if not spaced properly

Raised crosswalks



Raised crosswalks bring a crosswalk from street level to sidewalk level. The roadway slopes on each side to meet the raised crosswalk. Raised crosswalks improve visibility of pedestrians, reduce speeds, and eliminate ponding at curb ramps, which is especially beneficial for people with mobility and vision impairments. Raising a crosswalk may impact existing drainage and parking.

Benefits

- Effectively slows speeds
- Improves visibility of pedestrians
- Self-reinforces parking restrictions at corners and improves sight lines
- Maintains access
- Preserves curb radii, accommodating emergency responders and other larger vehicles that need more space to make turns

- Impacts drainage system
- Impacts emergency vehicle speeds
- Must be signed and marked to give advance warning to drivers
- May generate additional noise if placed mid-block

Raised intersections



Raised intersections bring an entire intersection from street level to sidewalk level. The roadway slopes on each side to meet the intersection. Raised intersections improve visibility of pedestrians, reduce speeds, and eliminate ponding at curb ramps, which is especially beneficial for people with mobility and vision impairments. Raised intersections may impact drainage and parking and are more expensive to build than raised crosswalks.

Benefits

- Effectively slows speeds
- Improves visibility of pedestrians
- Self-enforce parking restrictions at corners, improving sight lines
- Maintains access
- Preserves curb radii, accommodating emergency responders and other larger vehicles that need more space to make turns

- Impacts drainage system
- Impacts emergency vehicle speeds
- Must be signed and marked to give advance warning to drivers
- May generate additional noise

Chicanes



Designed with alternating elements that create an "S" curve in the roadway, chicanes make drivers "weave" down the street at slower speeds. They can be created by alternating curb extensions, planters, and/or on-street parking that switches from one side to the other along several blocks.

Benefits

- Slows driving speeds through visual, permanent cues
- Maintains access
- May provide additional opportunities for landscaping, if appropriate maintenance agreements can be put in place

- Chicanes may not be used on roads with more than two lanes
- May impact drainage
- May change the number of parking spaces
- Chicane design should consider street cleaning and snow removal operations
- Must be clearly marked to alert operators of the change in the roadway

Neighborhood traffic circles



Neighborhood traffic circles, or small roundabouts, on residential streets manage the flow of users and reduce the number of conflict points at intersections. Drivers may continue through intersections at slow speeds without stopping. This creates an efficient, slow flow and minimizing noises and emissions. Traffic circles can be designed with materials that allow emergency responders to drive over part or the entire circle.

Benefits

- Traffic circles are a good alternative where STOP signs are not warranted by engineering guidelines
- Maintains access

- Mountable curbs should be used where emergency vehicles or larger trucks require access in constrained spaces
- Community partners are responsible for maintaining any plantings within a circle

Diverters



Diverters are be temporary or permanent features that physically restrict some or all vehicular movements, with the purpose of deterring heavy volumes of through traffic on residential streets. Diverters maintain walking and bicycling access. Diverters can be designed in a variety of ways using a range of materials and techniques to maintain emergency vehicle access.

Benefits

- Maintains street directionality for residents and their visitors
- Reduces volume of motor vehicles on local streets
- Prevents turning conflicts
- Reduces pedestrian crossing distance
- Can reduce speeds in intersections

- Impacts access, which may result in more traffic on other streets
- Must be designed to facilitate walking and bicycling access
- Impacts emergency vehicle movement
- Does not reduce mid-block speeds
- Community partners are responsible for maintaining any plantings within the diverter

Changes to street direction

With formal study and approval of abutters, the direction of one-way local streets may be changed. This limits cut-through traffic.

Benefits

- Reduces the number of cut-through drivers
- Implementation often requires only signs; no physical changes are needed.

- Impacts access, which results in more traffic on other streets
- Does not reduce mid-block speeds
- Impacts the direct access by emergency vehicles
- Increases travel distance for drivers
- Consider contraflow bicycle travel to reduce impact on bicycle routes

Street murals



Through a process managed by the Mayor's Office of Arts and Culture, neighborhoods can collaboratively design, organize, and create temporary murals on a local street in compliance with City policy. The street murals can enhance the neighborhood character by adding color and design to a portion of the street. Additional artwork on private property, such as affixed to fences (with property owner approval), can complement the street mural. Street murals are purely aesthetic treatments and not intended as traffic calming.

Benefits

- Community-led initiative
- Beautifies and claims street space as a special public place
- Reflects and communicates a neighborhood's unique identity

- Street murals will degrade with time; maintenance may be necessary every 2-3 years.
- Utility work and other maintenance, such as resurfacing, may disturb or cover the mural.
- The Community Partner is responsible for maintenance. The City of Boston will not maintain any street murals.
- Street murals are purely aesthetic treatments and not intended as traffic calming. All designs must be approved to ensure they do not distract road users or otherwise degrade the safety of a street.



Neighborhood Slow Streets: Process

Process

The Neighborhood Slow Streets program will follow the below general process, which identifies roles for City departments and for community applicants/partners. Once a neighborhood is selected for the program, residents should anticipate the planning, design, and construction process to take approximately two years.

1. Application and selection

- → City announces application period and encourages broad participation in program.
- → Applicant builds support among residents and greater community.
- → Applicant solicits letters of support from key stakeholders, such as neighborhood associations, police precincts, schools, neighborhood liaisons, and/or elected officials.
- → City reviews and evaluates applications based on pre-determined criteria.
- → City notifies applicants and officially announces participating neighborhoods and community partners.

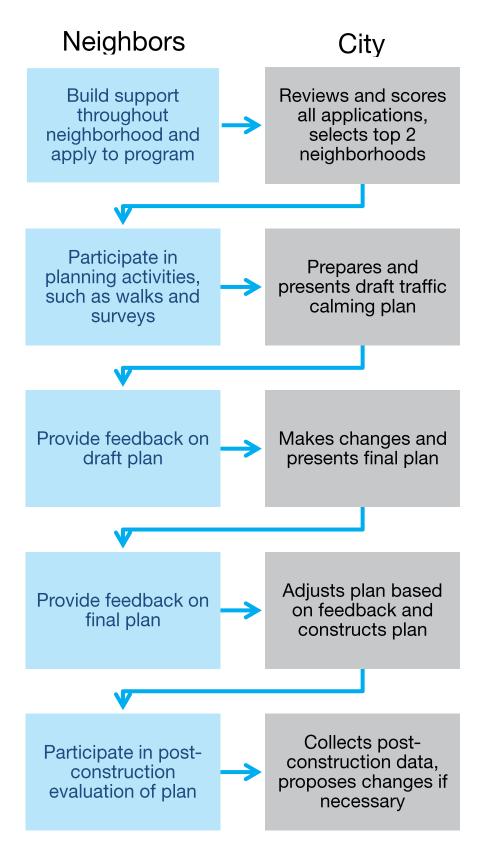
2. Plan development

- → Community partner hosts a neighborhood walk with City staff, key stakeholders, and residents.
- → Community partner assists with a qualitative survey of neighborhood residents.
- → City collects and compiles relevant data, such as crash history, existing neighborhood plans, and speed studies.
- City hosts initial public meeting to present data and a recommended plan for community feedback.
- → City completes preliminary engineering work.
- → City hosts a second public meeting to present final traffic calming plan, at which point community members will have the opportunity to provide additional comments.

3. Implementation

- → City works with contractor to develop construction schedule, which is shared with the community partner and general public.
- → Construction takes place during weekday waking hours whenever possible.
- → Community partner, in collaboration with City, conducts post-construction qualitative survey.
- → City collects post-construction data, including crashes and average speeds.

Neighborhood Slow Streets: Process



Application

Applicants shall review the below application instructions and complete the checklist.

Submitting your application

The Boston Transportation Department (BTD) will accept applications through Friday, March 24, 2017. Applications should be submitted by neighborhood associations, community organizations, or faith-based intuitions.

Application checklist

Application form, including contact information
A map of the proposed location and boundaries of the Neighborhood Slow Zone. Identify
any schools, parks, community centers, hospitals, police stations, or firehouses.
Letters from organizations, residents, and officials in support the proposed Neighborhood
Slow Streets zone
Presentation made at a neighborhood association or other community organization meeting
Optional additional documentation in support of Neighborhood Slow Streets

→ Return all completed applications by Friday, March 24, 2017. To be eligible, applications must be received on or before this deadline. At its sole discretion BTD reserves the right to accept any application received past the deadline. All applicants will be sent confirmation of receipt of their proposals.

Electronic applications may be submitted by sending PDF documents to visionzero@boston.gov with the subject line "Neighborhood Slow Streets Application".

Hard copies of the application form, map, letters, and all other materials must arrive on or before Friday, March 24, 2017. Address your package to:

Boston Transportation Department ATTN: Stefanie Seskin 1 City Hall Square, Room 721 Boston, MA 02201

Questions? Contact Stefanie Seskin, Active Transportation Director: stefanie.seskin@boston.gov or 617-635-4156

1. Community partner contact information
Neighborhood name:
Community:
Contact name:
Contact title:
Email:
Phone number:
Mailing address:
Zip code:

2. Proposed location

Boston has a unique and winding street network. Define your proposed Neighborhood Slow Streets zone by following these guidelines:

- Choose an area of primarily residential streets. Avoid industrial sites and major commercial areas.
- Identify boundaries for the zone. Boundaries could be:
 - Busier, larger streets (ex: Blue Hill Avenue, Dorchester Avenue, Chelsea Street), parkways, and highways
 - o Large parks, cemeteries, or
 - o Train embankments
- Hospitals, firehouses, police stations, and major bus routes may be located on boundary streets, but should not be present within the zone.
- → Include a map of the proposed Neighborhood Slow Streets zone. **Your map can be simple.** Outline the boundaries for the zone. Identify any schools, parks, community centers, churches, hospitals, police stations, or firehouses that are within or on the boundary of the proposed zone.

3. Concerns

1.	Please describe the concerns your neighborhood hopes to address through an areawide traffic calming program. Speeding Cars park too close to corner and/or block pedestrian crossings Drivers not yielding to pedestrians Difficult to cross street Difficult to bike Passing drivers sideswipe or hit the mirrors of parked cars Other (please describe)
2.	What times of day or days of the week are these concerns most notable?
3.	Has your neighborhood previously worked together to address these concerns? If so, please describe in the space below.

4. Evidence of community support

Potential community partners must demonstrate strong local support for the Neighborhood Slow Streets program. Applicants must collaborate with local community groups, residents, and other stakeholders before submitting materials.

→ Collect letters of support from key community stakeholders. Examples of key stakeholders include neighborhood associations, police precincts, schools, Main Streets offices, the Mayor's neighborhood liaisons, neighborhood non-profit organizations, and/or local elected officials.

A sample letter of support can be found on the next page. Letters must be submitted with the application. They may be submitted electronically by scanning and uploading as PDF documents or submitted as original hard copies by mailing them to the Boston Transportation Department.

- → Present your desire for traffic calming at a meeting of the neighborhood association or other community group. Many neighborhoods meet formally to discuss local concerns and activities on a regular basis. Your neighborhood liaison can help you identify your local association and other key stakeholders.
- → Optional, additional documentation strengthens your application. Consider submitting:
 - Petition in support of the Neighborhood Slow Streets program
 - Informational posters and reports developed by residents of the neighborhood
 - Community surveys

Sample letter of support

Letter-writers: Please use personal or organizational letterhead. Return this letter via PDF or hard copy to the applicants. They will include your letter and others in their application package to the Boston Transportation Department.

[Date]

Boston Transportation Department ATTN: Stefanie Seskin 1 City Hall Square, Room 721 Boston, MA 02201

Re: Neighborhood Slow Streets - [Neighborhood name]

Ms. Seskin:

I write to express my support for the Neighborhood Slow Streets application submission by [applicant's name/organization] in [Neighborhood name].

I am [identify your relationship, such as City Council office, immediate neighbor, business owner, or representative of a local organization]. [Describe why you or your group supports the project].

[If applicable, describe what role you or your organization will play in building support for the project and participation in meetings and events].

I strongly encourage you to prioritize the application for this project.

Sincerely,

[signature]

[name, title, organization, contact information]

Petition

Date:	
Applicant: Address: Phone number:	Neighborhood: Zip code: Email:
I support Neighborhood Slow Streets in	

Signature	Print name	Address	Phone number	Email

I support Neighborhood Slow Streets in ______!

Signature	Print name	Address	Phone number	Email

5. Receipt of application

Upon receipt, all applications will be reviewed to ensure they are complete. Applicants will be sent confirmation that their applications have been received and are complete. If information is missing, applicants will be notified. All applicants may be asked to provide additional information or make changes to their application after the original application has been submitted.

6. Application evaluation

The Boston Transportation Department anticipates the Neighborhood Slow Streets program to be very popular, and that more applications will be received than can be included in a year's program. BTD will objectively review and evaluate each application according to criteria including:

- Community support, as evidenced by letters of support, a presentation to the neighborhood association, signed petitions, surveys, and/or existing neighborhood transportation safety reports or audits
- Percentage of households with children under 18
- Percentage of population aged 65 and older
- Presence of schools, parks, BCYF facilities, libraries, and public housing communities within or on the boundary of the zone
- Proximity to rail transit and bus routes
- Identified walking or bicycling routes to schools, bicycle routes, or similar, as identified in master plans
- Crash history, including total number of crashes and number of crashes that resulted in fatal or serious injuries
- Clear, strong boundaries to proposed zone
- Geographic diversity of selected neighborhoods
- Feasibility for City of Boston to implement improvements within the zone

Neighborhood Slow Streets: Resources

Resources

You may find the below resources helpful as you complete your application.

Vision Zero Boston

Vision Zero is Mayor's Walsh's commitment to ending fatalities and serious injuries from traffic crashes by 2030. Learn more about how the City's work toward this goal at: www.visionzeroboston.org

Neighborhood Slow Streets

Information about the Neighborhood Slow Streets program, as well as current and past projects, is available online. Read more about the program at: www.boston.gov/transportation/neighborhoodslowstrets

Mayor's neighborhood liaisons

Neighborhood liaisons, from the Mayor's Office of Neighborhood Services, attend community meetings, assist residents with city services, share important information directly with neighborhoods, and help the City respond to emergencies. Every neighborhood has at least one staff person assigned to it. Find yours at: www.boston.gov/departments/neighborhood-services

Neighborhood resources

The Office of Neighborhood Services provides information and links to resources in every neighborhood. Learn more about your neighborhood by scrolling down to "Neighborhoods" at: www.boston.gov/departments/neighborhood-services

Boston City Council

The City Council serves as a link between the citizens of Boston and their municipal government. Councilors help constituents by connecting them to resources, services, and City departments. They serve as advocates for all Bostonians. Look up your councilor at: www.boston.gov/departments/city-council

Sample completed application

Neighborhood Slow Streets: Application

1. Community partner contact information

Neighborhood name:	Example Neighborhood
Community:	Dorchester
Contact name:	Tiffany Williams
Contact title: \	lice Chair, Example Neighborhood Association
Email: exa	mple@gmail·com
Phone number:	(617) 555-5555
Mailing address	: 1234 Example St, Dorchester MA 02124
Zip code: Ö	2124

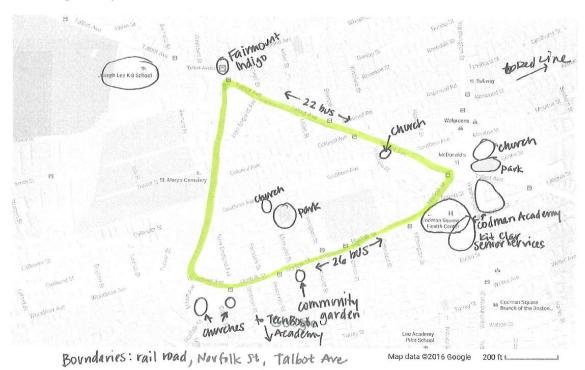
Neighborhood Slow Streets: Application

2. Proposed location

Boston has a unique and winding street network. Define your proposed Neighborhood Slow Streets zone by following these guidelines:

- Choose an area of primarily residential streets. Avoid industrial sites and major commercial areas.
- Identify boundaries for the zone. Boundaries could be:
 - o Busier, larger streets (ex: Blue Hill Avenue, Dorchester Avenue, Chelsea Street), parkways, and highways
 - Large parks, cemeteries, or
 - Train embankments
- Hospitals, firehouses, police stations, and major bus routes may be located on boundary streets, but should not be present within the zone.
- → Include a map of the proposed Neighborhood Slow Streets zone. Your map can be simple. Outline the boundaries for the zone. Identify any schools, parks, community centers, churches, hospitals, police stations, or firehouses that are within or on the boundary of the proposed zone.

Google Maps



Neighborhood Slow Streets: Application

3. Concerns

- 1. Please describe the concerns your neighborhood hopes to address through an areawide traffic calming program. ₩ Speeding ☐ Cars parked too close to corner and/or block pedestrian crossings □ Drivers not yielding to pedestrians ☑ Difficult to cross street DK Difficult to bike - not Safe for our kids! ☐ Passing drivers sideswipe or hit the mirrors of parked cars ☐ Other (please describe)
- 2. What times of day or days of the week are these concerns most notable? weekdays in the evening
- 3. Has your neighborhood previously worked together to address these concerns? If so, please describe in the space below.

We have invited BTD to our meetings to talk about slowing traffic down. BTD installed signs and repainted our crosswalts.

some residents attended a class with Walk-Boston.

Mayor Martin J. Walsh

Boston Neighborhroad Slow Streets Application



January 30, 2017

Boston Transportation Department ATTN: Stefanie Seskin 1 City Hall Square, Room 721 Boston, MA 02201

Re: Neighborhood Slow Streets - Example Neighborhood

Ms. Seskin:

I write to express my support for the Neighborhood Slow Streets application submission by Example Neighborhood Association (ENA) in Example Neighborhood.

Example Neighborhood is a welcoming place, where neighbors are often helping each other. Many people chose to move to this area because it has a great park and is near MBTA service. However, I have heard from many residents that they do not always feel safe walking their kids to the park or crossing the street. People drive through this neighborhood too fast and they don't stop for people crossing the street. One resident who has reported that she won't let her kids ride their bikes to the park, even though it is only two blocks away. Based on feedback I've heard from residents and from ENA, a traffic calming plan here would make an immense difference.

I have appreciated the partnership from BTD and other city agencies in helping make this neighborhood better and better every year. My office looks forward to working with you on this project. Please let us know how we can be helpful.

I strongly support ENA's application and encourage you to prioritize their application.

Sample

Sincerely,

Gloria E. Sample **Boston City Councilor**



Example Neighborhood Association Dorchester, MA



January 15, 2017

Boston Transportation Department ATTN: Stefanie Seskin 1 City Hall Square, Room 721 Boston, MA 02201

Re: Neighborhood Slow Streets - Example Neighborhood

Ms. Seskin:

I write to express my support for the Neighborhood Slow Streets application submission by Example Neighborhood Association in Example Neighborhood.

I am the Chair of the Example Neighborhood Association. I have lived in Example Neighborhood for five years. Many people need to use our streets, including children who are walking to school or out playing. Parents in our neighborhood are scared of speeding drivers hitting our children. Many grandparents live here too, and they are concerned about crossing streets where drivers do not stop. We have worked with BTD to install new signs. We need more to keep people going at a safe speed so that our older and younger residents can enjoy living here.

Example Neighborhood Association is ready to help by handing out flyers about meetings and sharing information through our email list. Some of our members can meet you during the day for a walkthrough of our neighborhood.

Please help our neighborhood!

asmine Resident Sincerely,

Jasmine Resident, Chair, Example Neighborhood Association

617-555-5555, example@gmail.com



January 30, 2017

Boston Transportation Department ATTN: Stefanie Seskin 1 City Hall Square, Room 721 Boston, MA 02201

Re: Neighborhood Slow Streets - Example Neighborhood

Ms. Seskin:

On behalf of the Example Neighborhood Community Organization, I write to express our support for the Neighborhood Slow Streets application submission by Example Neighborhood Association (ENA) in Example Neighborhood.

We have served the residents of Example Neighborhood for nearly two decades. We have heard too many stories about cars going too fast on these small residential streets and have seen too many people with injuries as a result of being hit by a car. Slower streets mean that more people will be able to walk and socialize, making this neighborhood healthier and happier.

We are very happy to see this program from the City and are in full support of the application for Example Neighborhood.

Sincerely,

Dinh Constituent

President, Example Neighborhood Community Organization

anstituent?



(This is an example. Provide entire presentation.)

		Forton Sura Person Two	REND MENER	Signature	Applicant: 14th Neighbor Neighbor Neighbor Neighbor Neighbor Neighbor 1234 Example St., Dorchester MA 02124 Zip code: Phone number: (6/7) 555 - 5555 I support Neighborhood Slow Streets in EXAMPLE Neighborhood	Date: 02/01/2017	Neignbo
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		Revson	Person One	Print name	St, Dorchest 5-5555 low Streets in		low Stree
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(Repeat this page as many times as needed.)		23 North Sample SSS-SSSS	14 Sample Ave# 2 555-555		Neighborhood: Example Neighborhood Zip code: 02124 Email: Example Egmail: com borhood		Petition
		525-575	5 555-555 7	Phone number	smple Neighborho		
		emaile email.on	1	Email	004		

(This is an example. Provide as many signatures from supportive residents as you desire.)



City of Boston Mayor Martin J. Walsh

Chris Osgood, Chief of Streets and Acting Public Works Commissioner Gina N. Fiandaca, Transportation Commissioner